

STATEMENT BY MINISTER

CERTAIN PREDICTIONS MADE BY AN ASTROLOGER CONCERNING THE PRIME MINISTER

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): With your permission, I would like to make a statement.

This afternoon a Special Mention had been made by Shri Narsingh Narain Pandey about one Tantric in Gorakhpur who is making some malicious predictions concerning our Prime Minister. I then told the House with a statement. The following information has been received from the Home Secretary, the Government of Uttar Pradesh,

Shri Ram Avtar Gupta uses "Shastri" as a suffix to his name to assert a semblance of being learned. He is originally from Farrukabad and is now settling in Gorakhpur. He has political affiliation to the Socialist Democratic Front of Shri Bahuguna. He is a deserter from the Army and carries on a business of sorts in Astrology the U.P. Government was closely and tantric forecasting. For sometime watching the activities of this gentleman. There are also some criminal charges against him which will be pressed against him. Efforts are being made to book him.

He is married more than once. One of his wives has also complained against him.

The I.G. (Intelligence), U.P. has already gone to Gorakhpur to get in touch with the local authorities and take action against Shri Gupta.

श्री हुकुमदेव नारायण यादव (बिहार):

यह जो तांत्रिक ज्योतिषी के बारे में गृह मंत्री जो ने जवाब दिया, तो मैं

इनसे यह भी जानना चाहूंगा कि इस तरह के तांत्रिक लोगों के जरिये आज राज-नैतिक लोग भी अपना काम चलाते हैं। इसलिये आप इन सब तांत्रिकों को पकड़िये, केवल एक तांत्रिक को मत पकड़िये। अन्य तांत्रिकों को भी जिनसे राजनैतिक लोग हाथ दिखाते हैं, तस्वीर खिंचाते हैं, उन सब को आप पकड़िये, एक के हाँ ऊपर गुस्सा क्यों निकाल रहे हैं ?

श्री संयुक्त सिबते रजी (उत्तर प्रदेश) : दूसरे भी पकड़े जायेंगे, यदि उनके खिलाफ हाया तो... (व्यवधान) ...

श्री हुकुमदेव नारायण यादव : जो कपूर आपका सत्ता दिलाता है उसका नाम ले लाजियेगा न (व्यवधान) . . .

श्री महेश्वर मोहन मिश्र (बिहार) : चरण सिंह वाला तांत्रिक भा पकड़ा... (व्यवधान) . . .

I. THE APPROPRIATION (RAILWAYS) NO. 6 BILL, 1981—contd.

II. THE APPROPRIATION (RAILWAYS) NO. 6 BILL, 1981—contd.

THE VICE-CHAIRMAN (DR. RAFIQ ZAKARIA): Now, Shri Joseph.

*SHRI O. J. JOSEPH (Kerala): Mr. Vice-Chairman Sir, the Hon'ble Railway Minister has stated three reasons for increasing the freight charges. Firstly, the prices of commodities have gone up and therefore dearness allowance had to be paid to the employees. Secondly more money is needed for development. Thirdly money is needed to build up an industrial base.

Sir, during the discussion on the last general budget, we had maintained

*English translation of the original speech delivered in Malayalam.

that as a result of the budgetary proposals there will be further increase in prices and in consequence of that budget and its projections will be in jeopardy. Therefore, we had pointed out during the budget discussion that the government has not taken into account the inflationary pressures while preparing the budget and the plans connected therewith. Then our hon'ble Finance Minister had stated that nothing like that was going to happen and prices would shortly start coming down. Now the Railway Minister comes and tells us that the prices have gone up and therefore more dearness allowance has to be paid to the employees. I do not think that this is a correct approach. All these things could have been anticipated. Even now the Railway Minister is reported to have said that this latest increase in the freight charges will not cause any further price rise. He maintains that it is only a small thing. But what I have to say is that even if we divide the total amount of the freight charges so collected to every citizen of this country even that would cause a burden to each one of them. The problem is not going to end with that. The traders will hike up the prices. The petrol price increase will add to inflationary pressures. The road transport cost will increase and as a result of all these factors, there is likely to be an additional 20 per cent increase over the budget proposals. That will result in the increase of Rs. 7.50 as tax per head to every citizen, right from the poorest man to the President of the country. Therefore, it will cause an extra burden of more than Rs. 30/- to an average family of five members. This price increase will cause further increase in wages and the wage increase will cause further price rise and that will continue as a vicious circle. Is it going to end here? There is definitely going to be more price rise. The common people will be the worst victims of this price rise. The Railway Minister has tried to justify himself by saying that he is not going to increase the passenger fares because that will affect the common people. Then I would like to ask him whether he knows that there are millions of

people including Adivasis who have not seen a passenger train in their life. But they also need foodgrains. Therefore the hike in the freight charges will affect the people more. I do not know why he comes out with such arguments. It was not necessary for him to come out with such arguments for increasing the freight charges. Therefore, I want to state that this increase in the freight charges is untenable. Then he says that it is for the development of the Railways. Another reason which he cited for increase in freight rates is that the Railways had to bear a huge burden for repairing the Railway lines which were damaged due to the floods in Rajasthan. Then I would like to ask you that if such losses are caused by flood and natural calamities how it is a special concern for the Railway alone. Why the Railway budget can not be treated as a part of the total General budget of the Government. If the Railways maintain that the Railway is necessary for the industrial development then that becomes the concern of the entire country. It is not any Special responsibility of the Railway alone. If they consider this as a public utility service then the government should earmark the necessary fund for this service from the general budget of the Union Government. If the Railway incur any loss, subsidy should be given by the Government. Then that will benefit everybody. But who is getting the subsidy now. Actually it is being enjoyed only by some industrialists. Therefore, if the people are to benefit from the Railway service, the Railway Finance should be treated as a part of the General Budget by extending necessary subsidy to it. Another thing they say is that they need more money for development of the Railways. Here I can not understand one thing Right from 1964-65 to 1978-79 the total capital expenditure on the Railways was Rs. 37.25 crores of rupees. Out of that they have already recovered Rs. 2495 crores by way of dividends. I would like to ask them whether they had any idea for the development of this industry. Therefore, there is no justification for increasing the freight charges in

[Shri O. J. Joseph]

the name of development. Although he says that he is not increasing the passengers fares at present, what is the guarantee that he will not increase the fares at the time of the next budget. I would like to have an assurance from him in this regard. To my mind this present hike in freight charges is due to something else. He himself has stated somewhere that a loan of Rs. 700 million dollars has to be secured from the World Bank. It was already under negotiation. The conditionality of the loan has already been discussed here. According to one of the conditions, the freight charges, have to be increased. Then only we will become eligible for this loan. That is why he has made this increase in freight charges. This is almost like this story. When an employee went to his employer to tell him that he is in need of a woollen blanket to protect himself from the cold, the employer told him that what the employee needed is an electric heater, not a blanket. The employer readily offered to sell his ten year heater to the employee. That poor man had nothing to bank upon, not even a shelter. Then how can he afford to buy a heater. The plight of our country also is the same.

Sir, our backwardness is mainly due to our bourgeois planning, our capitalist and topsy-turvy planning. Another condition for the World Bank loan is that we should buy IBM computers. Countries like West Germany and France have already discarded this computers. Apart from that more than half of the loan amount will have to be set apart for computerising the Railways. Agreeing to buy this computer we are only enslaving our country.

Another thing is about the accidents. People from my part of the country are mortally afraid of travelling through Bihar and U.P.? Life is not safe due to accident and dacoity in trains. On the 9th of this month some people from Tamil Nadu and Kerala while travelling from Bokaro to their

native places, were looted in the train. Thus the situation at the moment is that nobody can travel safely in our Railways. Now the Railway Minister can take the plea that it is only a part of the general law and order situation in Bihar, U.P., Rajasthan and Madhya Pradesh. But they cannot escape from their responsibility for protecting the Railway Passengers. Immediate measures should be taken to protect the people travelling in trains.

Another thing which I would like to mention is about the attitude of Railways to their employees. The Railway Minister was boasting that he could break the back of the struggle of the loco-running staff. But this Minister who is boasting like this has miserably failed to protect the passengers from the dacoits. If an industry is to run smoothly it has to secure the confidence and goodwill of the employees. We can make progress if only we are capable of utilising the technological and industrial expertise available in the country alongwith the goodwill and cooperation from the workers. If we antegenise the workers we will not be able to make much headway (Time bell rings). Sir, I would conclude by mentioning one thing more. There is threat of war looming large over our country. This computer and all that is not going to save you. The only thing that can save this country is the working class. Therefore, finally I would like to request you that you should try to secure the goodwill and cooperation of the workers instead of harming the people by this sort of increases in freight charges etc. This is all that I have to say.

SHRI KHUSHWANT SINGH (Nominated): Mr. Vice-Chairman, Sir, I rise to give qualifying support to this demand for Supplementary Budget. But before I do that, I must confess a certain amount of surprise that in this time of inflation, the Railway Ministry should have thought of hiking up freight from 10 per cent to 15 per cent, knowing full well the changed reactions that any increase in freight would result. I am also particularly surprised that in view of the spectacular showing and improvement in the

movement of freight, it is still found necessary—the improvement is tremendous over the last year—to introduce this enormous hike. I should have imagined that from the extra income that you have derived from freight you would be able to absorb the increase in the cost of material and stock. However, it is from your own figures...

THE VICE-CHAIRMAN (DR. RAFIQ ZAKARIA): Will you just shift a little to the hike?

SHRI KHUSHWANT SINGH: However, it is from the Ministry's own figures, I gathered that for every million tonnes of freight that you carry, you earn Rs. 10 crores. If that is so, in the improvement in the movement of freight that has taken place last year, my comprehension is that you should have earned roughly Rs. 200 crores. Now, it seems that this very well-earned revenue of Rs. 200 crores has been dissipated away in the expenses in the increases in the charges of electric rates, in the price of lubricants, in the price of track material, and the purchases of store I do not hold the Railway Ministry responsible. It is obvious that it is beyond your control because all these items have nothing to do with the Railways. However, there are a few words of caution which I would like to sound to the Railway Ministry from the experience of this year.

Mr. Vice-Chairman, it is obvious that if you see the performance of the Railways in the 60s and the 70s, one salutary lesson comes through, and that is this: Whenever you have given priority to passenger traffic over freight traffic, you have gone into the red. In the 1960s, there was a certain amount of balance kept, and you made the Railways work, perform extremely well. Suddenly, in the 1970s, due to popular pressures, additional passenger trains were introduced, and suddenly the working of the railway system started going away. According to the figures that I have compiled,

it would seem that in the 1970s, what you could have earned—instead of earning that, you have lost—the total figure for those ten years would come to the vicinity of Rs. 800 crores. If this was in your kitty today, you would not find yourself today in the predicament that you find yourself today. I think the lessons that are to be learnt from this are simply this, that at no time should the Railway Ministry, while it is in this situation, give priority to passenger traffic over freight traffic. It is a very hard decision to take particularly by a Ministry led by a popular Minister who is trying to serve the people. You will realise that even in the last year you added 80 new trains. And, it is to be borne in mind that while we do have to cater to the passenger traffic, it is a part of our system, and the increase of population, the pressure of passenger traffic is getting heavier, when it comes to choosing between freight and passenger trains, it is to be borne in mind that however unsatisfactory the passenger traffic may be difficult for a person to get tickets, however overcrowded your trains may be, it causes inconvenience to that one passenger in that one journey. But if you do it at the cost of freight, it is not only one person, but the entire nation which will suffer, because all the essential commodities are carried by these trains. A passenger's one bad experience cannot be counted against the entire setback that would be caused to industry, agriculture and our day to day living. Therefore, I would like to make a suggestion to the Minister that you should take a firm decision that in the next three years, at least, there should be no addition to passenger trains in your system. Otherwise, you will be in trouble.

Mr. Vice-Chairman, Sir, and the Minister, we have in this country, perhaps, the world's largest network of railways. And, I think there are people who would go further and say that we have, perhaps, in this country the world's best network of railways with all its shortcomings. It is most important that this image should be

[Shri Khushwant Singh]

maintained. If you want to keep the Indian railways as the largest and the very best, I think it is most important that you should also be very careful that they do not go into the red. Thank you.

श्री संयुक्त सिन्धु रजी (उत्तर प्रदेश) :

वाइस चेयरमैन महोदय, मैं रेल मंत्रालय की ओर से पेश की गई पूरक मांगों का समर्थन करने के लिए खड़ा हुआ हूँ। मान्यवर, सन्, 1977 में आज जो पार्टी सत्ता में है उसका शासन बदला था तब हमने एक अच्छी विरासत आर्थिक व्यवस्था की, नयी आने वाली पार्टी को दी थी। प्रोडक्शन इन्फ्रास्ट्रक्चर काफी हद तक मुदूढ़ था, आर्थिक व्यवस्था में भी काफी स्थिरता थी और कुछ वर्षों पहले जो विरोधी पक्षों के जरिए प्रयास किया गया था एक पापुलर और चुनो हुई सरकार को बदनाम करने के लिए कारखानों में हड़ताल करा कर, उत्पादन में कमी करके, वितरण को प्रभावित करके, झूठी कमी का मुजाहिरा करके, जिससे किसी न किसी तरह से आबाम के दिमाग में एक चुनो हुई सरकार के प्रति एक भावना जागृत की जाए वह 1975 से लेकर 1977 तक उस भावना को फैला कर सुनियोजित ढंग की जो बात चल रही थी, उसके खिनाफ मुसबत कदम उठाने के बाद— या यूँ कहिए कि इमरजेंसी के पहले—देश को आर्थिक व्यवस्था को गाड़ो जो पटरो से उतर गई थी, इन्दिरा गांधी को सरकार के नेतृत्व में एक बार फिर देश की आर्थिक व्यवस्था को गाड़ो न पटरो पर आकर चलना प्रारम्भ कर दिया था। इन बात का साक्ष्य केवल मेरा भाषण नहीं है। यदि आँड़े उठा कर देखे जायें तो पता चलेगा कि जब हम ने सत्ता छोड़ी तो विदेशो मुद्रा का काफी खजाना हम ने छोड़ा था। जो बात खजाने से भी बढ़ कर है वह यह कि

एक माहौल छोड़ा था उत्पादन का, एक वातावरण छोड़ा था देश की आर्थिक स्थिति में मजबूती लाने का, एक वातावरण छोड़ा था देश के कारखानों में मजदूर और मालिक के बीच अच्छे सम्बन्ध और सोहार्द की भावना का। लेकिन '80 के बाद जब हम ने दुबारा देश की संसद में सत्ता अपने नेता के नेतृत्व में संभाली तो मुद्रा कोष पर प्रभाव पड़ चुका था, देश के कारखानों का इन्फ्रा-स्ट्रक्चर डगमगाने लगा था, आर्थिक उन्नति और पैदावार बढ़ाने के वातावरण की जो स्थिति थी उस में काफी कमी आ गयी थी, काफी बदगुमानियाँ पैदा हो चुकी थीं, काफी गलतफहमियाँ पैदा की जा चुकी थीं। यह कहा जाय तो गलत न होगा कि हम जैसे विश्वस सफ़िल में फंस चुके थे जिस में लॉ प्रोडक्शन और हाई प्राइसेज की बात थी यानी कारखानों में पैदावार कम हो रही थी, चीजों के दाम बढ़ रहे थे। हमारी आर्थिक व्यवस्था में जो मुद्रास्फीति हो रही है उस को कैसे रोकना चाय इसका तिववा इसके दूसरा चारा नहीं था कि पैदावार बढ़ाई जाय कारखानों में ज्यादा माल पैदा किया जाय अगर साथ ही साथ एक सोहार्द की भावना का वातावरण देने जिस से देश सब क्षेत्रों में तरक्की करे। मैं अपने रेल मंत्रालय को खाल तौर पर मुबारकबाद दूंगा कि पिछले एक साल के अन्दर वह उस ध्येय की प्राप्ति की तरफ काफी आगे बढ़ा और उतने देश की आर्थिक व्यवस्था सुधारने में काफी योगदान किया। रेल मंत्री ने दुलाई को काफी बढ़ाया फ्रेट की प्राप्ति की और रेल का काम काज अच्छा किया उनकी तो तारीख करनी ही चाहिए।

लॉडिंग का टार्गेट अच्छा हुआ है। यह न होता तो पिट-हेड से कोयला कारखानों तक न पहुँचता, खेतों से रा

मेटोरियल कारखानों तक न पहुंचता । उत्पादन के बाद वितरण के लिए, पैदा किया हुआ कारखानों का सामान आराम तक पहुंचाने के लिए अगर कोई व्यवस्था न होती तो आज जितनी भी कामयाबी हमें मिली है, मुद्रास्फीति पर अंकुश लगाने में वह शायद सम्भव न हो पाती । इसके लिए रेल मंत्रालय के मंत्री उनके सहयोगी और रेलवे बोर्ड के काम को जितनी तारीफ की जाय वह कम है । पिछले नवम्बर तक उन्होंने उस ध्येय की प्राप्ति करने में काफी सफलता हासिल कर ली है जो फ्रंट के लिए उन्होंने रखा था ।

मान्यवर, भाड़ा बढ़ोतरी की बात कही गयी है। उसकी चर्चा हो चुकी है कि उसके या वजूहात थे जिससे रेल मंत्री को कीकत यह है कि जब चीजों के दाम बढ़ गये और हमने देखा कि चीजों के दाम बढ़ गये, उत्पादनकर्ता माल बनाने वाली कम्पनियों ने, कोशिशों के बावजूद काफी कीमतें बढ़ायी गयीं हैं और रेल मंत्रालय को पैसे की आवश्यकता पड़ रही है क्यों नहीं उन्हीं लोगों से उस पैसे की वसूली की जाय जो उसका फायदा उठा रहे हैं, जैसा कि आंकड़े कह रहे हैं । मैं पेश करना चाहूंगा—डियरनेस एलाउंस देने के सम्बन्ध में 60 करोड़ और जो डीजल और दूसरी जरूरी चीजों के दाम बढ़ गये हैं उस पर 50 करोड़ । लॉडिंग ट्रैफिक पर 30 करोड़ और कुंभ मेले पर जो लगने जा रहा है उस पर 2 करोड़ राजस्थान में जो प्लड आया उस पर 10 करोड़ और कास्ट आफ स्टोर्स पर 70 करोड़ और राशन की बात मंत्री जी ने कही कि अगर आर० पी० एफ० के लोगों को राशन को सब्सिडी पर 2 करोड़ और मुख्तलिफ 20 करोड़ तो एक जरूरी बात यह थी कि जो मांग रखी है वह समझ में आती है और

उसको स्वीकृति मिलनी चाहिए क्योंकि इसमें रेल मंत्रालय की नेकनीयती का पता चलता है । कहा गया कि किराया ज्यादा बढ़ाया जाना चाहिए था पैसेजर्स का । मैं समझता हूं कि यह कोई उचित बात नहीं होती । शुरु में भी इस बात की कोशिश की गयी कि जो हमारा साधारण व्यक्ति है, जो रेल से चलता है उस पर प्रत्यक्ष रूप से ज्यादा असर न पड़े । और जहां तक दाम बढ़ने की बात है, मैं समझता हूं कि जितनी बढ़ोतरी की जा रही है भाड़े में उसकी वजह से थोड़ा सा असर जरूर उन पर होगा, लेकिन बहुत ज्यादा असर उन पर नहीं पड़ने वाला है ।

मैं एक बात की तरफ और तवज्जेह दिलाना चाहूंगा कि माननीय मंत्री जी की टिकटलेस ट्रेवेलर्स के खिलाफ एक तहरीक चलायी गयी थी । वह कुछ दिन पहले चलायी गयी थी । मैं मंत्री महोदय से जानना चाहता हूं कि क्या उस तहरीक पर उसी जोरदार तरीके से काम हो रहा है या उस में कुछ कमी आयी है ? अगर कमी आयी है तो क्यों आयी है ? क्योंकि जो लोग बिना टिकट सफर करते हैं उन से पैसा वसूल कर के उन में हम को यह प्रवृत्ति पैदा करनी चाहिए कि वे टिकट ले कर ही सफर करें और टिकट लेकर ही रेलों का इस्तेमाल करें तो ज्यादा अच्छा होगा ।

डकैती और मर्डर्स के बारे में एक सुझाव रखना चाहूंगा कि क्योंकि यह एक स्टेट सब्जेक्ट है ? रेलवे में अगर कोई डकैती पड़ती है पैसेजर ट्रेन में या कोई मर्डर होता है तो वह रेलवे के जुरिस्टिक्शन में नहीं आता । लेकिन अगर मालगाड़ी में डकैती होती है या उस का माल उतार लिया जाता है या कोई हादसा हो

[श्री संध्यद सिन्हे रजी]

जाता है तो वह रेलवे के जुरिस्टिकशन में आता है। एवाम के सामने यही तस्वीर जाती है कि जितनी डकैतियां या मर्डर्स या क्राइम होते हैं रेलवे में उनकी जिम्मेदारों रेलवे प्रोटेक्शन फोर्स की है या रेल मंत्रालय को है। इस संबंध में मेरा सुझाव है कि क्यों नहीं हम रेल में बैठने वाले हर मुसाफिर की हिफाजत की जिम्मेदारों रेल मंत्रालय को ही देते हैं। चहे हम को अपना आर० पो० एफ० बढ़ाना पड़े या अपनी जो० आर० पो० को बढ़ाना पड़े क्यों नहीं ऐसा कर के हम इस जिम्मेदारों को पूरे तरह ले सकते? क्योंकि ऐसा देखा गया है कि स्टेट गवर्नमेंट का रवैया बड़ा रिलक्टेंट होता है रेलवे क्राइम के लिये। मुझे खुशो है कि उत्तर प्रदेश शासन ने लखनऊ मेल की जो प्रख्यात डकैती थी उस के डकैतों को पकड़ लिया है और उस आपरेशन में कुछ लोग मारे भी गये हैं। (समय की घंटी) मैं सिर्फ दो मिनट का समय और चाहूंगा।

एक्सीडेंट्स के बारे में मैं कहना चाहूंगा कि हमारे वहां कहीब 41000 रेलवे क्रासिंग्स हैं और उन में से 27000 अनमैन्ड हैं। उन को वजह से जो हादसे होते हैं वह लगभग सौ हादसे प्रतिवर्ष होते हैं। इस ओर हमारे रेल मंत्रालय को ध्यान देना चाहिए कि अनमैन्ड क्रासिंग्स का ठोक प्रकार से बेदोबस्त किया जाय।

आखिर में एक बात कहना चाहूंगा कि कर्मचारियों की बात आयी। आज वेतनभोगो कर्मचारियों को जिन समस्याओं का सामना करना पड़ रहा है उससे इनकार नहीं किया जा सकता। लेकिन इंप्लायर और इंप्लायी के वजूद के अलावा भी एक वजूद है और वह है समाज का

वजूद, रोसाइटी का वजूद। जब पूरे समाज में एक संघर्ष है, जब आर्थिक अर्थव्यवस्था के खिलाफ हम जद्दोजहद कर रहे हैं, देश में फैली हुई मुद्रास्फीति के खिलाफ हम जद्दोजहद कर रहे हैं तो ऐसी स्थिति में कुछ शोबों में और चहे उसमें हमारे रेल के कर्मचारी ही क्यों न हों उत्तेजना पैदा हो जैसी कि पिछले साल लोकोमोटिव स्टाफ की स्ट्राइक कराने का प्रयत्न किया गया और मैं प्रशंसा करूंगा अपने-रेल मंत्रालय की और रेलवे बोर्ड की कि उन्होंने सब्ती के साथ उस स्ट्राइक को दबाने की कोशिश की।

मुझे खेद है कि यह कहते हुए कि हमारे 6 P.M. देश को आजादी के बाद ट्रेड यूनियन मूवमेंट को केवल राइट-ओरियेंटेड मूवमेंट बना करके पेश करने की कोशिश की गई। हमारे कर्मचारियों के दिलों के अंदर यह भावना जगाने की कोशिश नहीं की गई कि उनके कोई कर्त्तव्य हैं। अगर उनके अधिकारों की बात बताई गई तो कर्त्तव्य की बात भी कहनी चाहिए थी। लेकिन मैं समझता हूं कि अभी भी वक्त गया नहीं है

आओ मिलकर एक जहान ताजा पर पैदा करें, दहर पर इस तरह छा जायें कि सब देखा करें।

ट्रेड यूनियन की जो गाड़ी पटरी से उतर गई है, मैं साफ तौर पर उन लोगों से, जो ट्रेड यूनियन मूवमेंट में काम करते हैं, अनुरोध करूंगा कि वह उस पटरी से उतरी हुई गाड़ी को सही रास्ते पर चलाने की कोशिश करें। हमारे देश की जो रेल की अर्थ-व्यवस्था है, वह एक खुशहाली की रहनुमाई करती है। आपका धन्यवाद।

THE VICE-CHAIRMAN (DR. RAFIQ ZAKARIA): I am afraid we will have to postpone the discussion on the Railway (Appropriation) Bills to tomorrow. Now we will take up the Half-an-Hour Discussion.

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS, EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): Sir, the Deputy Chairman has announced that it should be completed today.

THE VICE-CHAIRMAN (DR. RAFIQ ZAKARIA): You see, Half-an-Hour Discussion has been fixed in the agenda at 6 O' clock or as soon as the preceding items of business are disposed of, whichever is earlier. But I am in the hands of the House.

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI SITA RAM KESARI): Let the Half-an-Hour Discussion be taken up tomorrow. Finish this, please.

THE VICE-CHAIRMAN (DR. RAFIQ ZAKARIA): Tomorrow we have another. Can both be taken together?

SHRI SHRIDHAR WASUDEO DHABE: No, no.

श्री सीताराम केशरी : हाफ एन अवर वाद में ले लीजिए, रेलवे पहले करदीजिए।

THE VICE-CHAIRMAN: (DR. RAFIQ ZAKARIA): Mr. Kesri, I can postpone it till tomorrow, but I cannot postpone it to a later hour because according to the agenda, it has to be taken up at 6 o'clock or earlier. But if the House so desires, we can continue the discussion on the Railway and take this decision tomorrow, if the hon. Member agrees.

SHRI SHRIDHAR WASUDEO DHABE: Tomorrow there is another Half-an-Hour.

SOME HON. MEMBERS: Half-an-Hour should be taken up today.

THE VICE-CHAIRMAN (DR. RAFIQ ZAKARIA): What is the desire of the House? We will take up the Half-an-Hour Discussion first. I hope the Half-an-Hour Discussion will finish within less than half an hour.

As far as this Half-an-Hour Discussion is concerned, there are only two names—Mr. Yadav and Mr. Dhabe.

श्री शिवचन्द्र झा (बिहार) : श्रीमन्, मेरा भी नाम है।

श्री उपसभाध्यक्ष (डा० रफीक जकरिया) : आपका भी नाम है। कोई भी डिस्कशन नहीं है जिसमें आपका नाम नहीं होगा। मुझे प्रीज्यूस कर लेना चाहिए था कि आपका भी नाम है। आपकी लाल स्याही की चिट्ठी बराबर हमारे पास आती रहती है। . . . (व्यवधान)

SHRI V. GOPALSAMY (Tamil Nadu): There cannot be any discussion without Mr. Jha.

THE VICE-CHAIRMAN: (Dr. Rafiq Zakaria): We will have the Half-an-Hour Discussion. Then if the House so desires. . .

SHRI KALPNATH RAI (Uttar Pradesh): Half-an-hour discussion tomorrow.

श्री उपसभाध्यक्ष (डा० रफीक जकरिया) : हाफ एन अवर डिस्कशन आप शार्ट में करें तो हाउस ऐप्रिशियेट करेगा।

HALF-AN-HOUR DISCUSSION

On point arising out of the answer given in the Rajya Sabha on the 2nd December, 1981 to starred question 144.

श्री राम भगत पासवान (बिहार) : उपसभाध्यक्ष महोदय, सर्वप्रथम में आपके प्रति आभार प्रकट करता हूँ कि आपने इस हाफ एन अवर की डिबेट को कल न करके अभी करने का निश्चय किया। इसके लिए मैं बहुत आपका हृदय में आभार व्यक्त करता हूँ।